

Message Text

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ACTION PM-03

INFO OCT-01 NEA-09 ISO-00 NSC-05 SP-02 SS-15 CIAE-00

INR-07 NSAE-00 MC-02 ACDA-05 AID-05 /054 W

----- 091729

R 190743Z FEB 75

FM AMEMBASSY KUWAIT

TO CNO WASHDC//OP-63//

SECSTATE WASHDC 2290

INFO NAVAIRSYSCOM WASHDC//APC-237//

CHNAVMAT WASHDC

SECDEF WASHDC//ISA(SA)/DSAA//

USCINCEUR//ECJ4/7-SAME//

C O N F I D E N T I A L KUWAIT 0810

E.O. 11652: GDS

TAGS: MASS, KU

SUBJ: A-4 KU TRAINING PLAN

THIS MESSAGE IN TWO PARTS PART I FOR CNO

1. KUWAIT AIR FORCE HAS CONTACTED DOD REP AND REPORTED THEIR CONCERN OVER PILOT TRAINING ASPECTS OF A-4KU TRAINING PLAN. THEY WERE EXPECTING A PLAN WHICH WOULD PICK UP THEIR CADETS CURRENTLY IN USAF FLIGHT TRAINING (UNDER FMS CASE TAC). MONTHLY REPORTS FROM USAF ATC INDICATE THAT FOLLOWING OUTPUT (LESS ATTRITION) CAN BE EXPECTED:
5 - NOV 75 15 - FEB 76 3 - MAR 76 9 - APR 76
8 - JUN 76 6 - JUL 76
WITH BALANCE SHORTLY THEREAFTER.

2. FIG 2-1 OF UNNUMBERED DOCUMENT LEFT WITH KUWAIT AIR FORCE BY USN TEAM EARLY FEB 75 INDICATE FOLLOWING START DATES FOR A-4 PILOT TRAINING:
5-1JAN77 5-20FEB77 5-20APR77
12-15JUN77 12-7AUG77 TOTAL-39

THIS IS GETTING ATTENTION IN KUWAIT AIR FORCE. GENERALLY, THIS
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IS ONE YEAR LATER THAN KAF EXPECTED BASED UPON THEIR DISCUSSIONS

WITH USN TEAM IN OCT74 (WHEN DD 1513 WAS PRESENTED). THIS IS CAUSE FOR MAJOR CONCERN ON PART OF KUWAITIS SINCE THEY STATE THEY CANNOT PROVIDE MEANINGFUL TRAINING FOR THEM IN KUWAIT WITH PRESENT AIRCRAFT ASSETS AND BELIEVE THAT LEAVING NEWLY RATED PILOTS IN A NON-FLYING STATUS FOR ONE YEAR IMMEDIATELY AFTER COMPLETION OF UNDERGRADUATE TRAINING IS DEVASTATING TO MORALE AND PILOT PROFICIENCY. (BELIEVE USN AND USAF WILL AGREE WITH LATTER).

3. FOLLOWING ADDITIONAL ASPECTS ARE ALSO RECEIVING CLOSE SCRUTINY AND BEING QUESTIONED:

A. PARA 2.2.-AUTHORITY FOR DAC TO UNILATERALLY CHANGE PROGRAM

B. FIGURE 2-7 AND PARA 2.3-1--STANDARDIZATION OF 8 EXPERIENCED DAC INSTRUCTOR PILOTS TAKES 3 MONTHS. ENTIRE CYCLE TAKES 4 MONTHS FOR CADETS, 3 MONTHS FOR KUWAITI INSTRUCTOR PILOTS. QUESTION IS, GENERALLY, HOW EXPERIENCED ARE DAC PILOTS?

C. PARA 2.3.2, 2.4.2.1, 2.4.2.2--IN FLIGHT REFUELING. IN OCT74 (TO USN TEAM) KAF STATED THEY WERE NOT INTERESTED IN IN-FLIGHT REFUELING. CADET SYLLABUS HAS 6 OF 67 HOURS FOR IN-FLIGHT REFUELING.

D. PARA 2.3.2, 2.4.2.1, 2.4.2.2--KAF USES ILS NOT GCA AS PRIMARY INSTRUMENT LANDING AID--NOT INCLUDED IN SYLLABUS.

E. PARA 2.1 AND FIG 2-1--PLAN CALLS FOR 2 DAC INSTRUCTOR PILOTS TO BE ASSIGNED TO KAF IN KUWAIT TO QUOTE ASSIST AND COORDINATE THE INTRODUCTION OF THE A-4 INTO THE KAF END QUOTE. KAF HAS NOT REQUESTED THIS AND WILL HAVE THEIR OWN INSTRUCTOR PILOTS AVAILABLE. WHAT WILL DAC PILOTS COORDINATE?

F. FIG 4-1 KAF MAINTENANCE TRAINING--CHART SHOWS START OF TRAINING ON 15JAN75 (ALSO CHART INDICATES 40 WEEKS ENGLISH LANGUAGE TRAINING WHEREAS DLIELS SUGGESTS 60 AS PROBABLY MORE REALISTIC FOR MEN WITH 5-6 YEARS EDUCATION).

G. WHAT ATTRITION RATE IS EXPECTED IN LANGUAGE AND MAINTENANCE TRAINING PROGRAM?

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H.PARA 4.3--ENGLISH LANGUAGE TRAINING--WHO WILL DO IT AND WHERE?

I. PARAS 1.4.9, 1.5.1--CONFIGURATION CANNOT BE RECONCILED READILY WITH DOCUMENTS IN HANDS OF KUWAITIS AND FMS CASE SAE-P4 NOTE 5

J. PARA 1.2--LOGISTIC PLANNING FACTORS. SUPPORT EQUIPMENT REQUIREMENTS ARE AS STATED IN NOTE 8 OF FMS CASE SAE-P4. KAF INTENDS TO UTILIZE A TOTAL OF 3 FIELDS OCCASIONALLY AS STATED IN FMS CASE SAE-P4 NOTE 8.

K. PARA 1.2--MANAGEMENT OF KAF OWNED SPARES AND REPAIR PARTS FOR 12 MONTHS AFTER DELIVERY OF LAST AIRCRAFT. THIS IS NOT REQUESTED BY KUWAITIS. BASIC QUESTION IS WHO WILL CONTROL WHERE THE PARTS WILL BE AND WHO WILL AUTHORIZE ISSUE. (KUWAITIS FREQUENTLY HAVE STRONG FEELINGS ABOUT OWNERSHIP AND CONTROL OF THEIR ASSETS.) ASSISTANCE IS DESIRED.

L. PARA 1-3, AIRCRAFT DELIVERY--HOW MANY AIRCRAFT ARE REQUIRED FOR THE TRAINING PROGRAM AND FROM WHICH MONTH'S PRODUCTION?

4. PROBLEM STATED PARA 1 AND 2 OF MAJOR CONCERN AND DIS-APPOINTMENT TO KAF. SIMILARLY, PROBLEM STATED PARA 3F AND ITS IMPACT ON PROGRAM CONCERNS KAF GREATLY. THEY SEE THIS AS AN ANNOUNCED SCHEDULE SLIP DUE TO A LATE START. REQUEST PROVIDE APPROPRIATE RESPONSE BY MESSAGE TO THESE PROBLEMS. OTHERS WILL PROBABLY BE ADDRESSED AT SITE SURVEY.

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